

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 04/01/2003**

DEN02LA057 File No. 12749		06/24/2002	Broomfield, CO	Aircraft Reg No. N94PB	Time (Local): 15:57 MDT		
Make/Model:	Beech / 58P				Fatal	Serious	Minor/None
Engine Make/Model:	Continental / TSIO-520-WB			Crew	0	0	1
Aircraft Damage:	Substantial			Pass	0	0	1
Number of Engines:	2						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						
Last Depart. Point:	Santa Ana, CA			Condition of Light:	Day		
Destination:	Broomfield, CO			Weather Info Src:	Weather Observation Facility		
Airport Proximity:	On Airport			Basic Weather:	Visual Conditions		
Airport Name:	Jeffco Airport			Lowest Ceiling:	9000 Ft. AGL, Broken		
Runway Identification:	11R			Visibility:	12.00 SM		
Runway Length/Width (Ft):	7004 / 75			Wind Dir/Speed:	150 / 015 Kts		
Runway Surface:	Asphalt			Temperature (°C):	31		
Runway Surface Condition:	Dry			Precip/Obscuration:	None / None		
Pilot-in-Command	Age: 54			Flight Time (Hours)			
Certificate(s)/Rating(s)				Total All Aircraft:	872		
Private; Multi-engine Land; Single-engine Land				Last 90 Days:	56		
Instrument Ratings				Total Make/Model:	872		
Airplane				Total Instrument Time:	300		

The pilot said that he was landing on runway 11L when a right crosswind gust struck the aircraft. He decided to go around. He applied full power and raised the landing gear; the flaps remained at 30 degrees (full down). The pilot said that the airplane settled to the ground and subsequently exited the left side of the runway. Both wings and the fuselage were wrinkled, and the right engine mount was broken. The airplane's Pilot Owner's Handbook procedure for a balked landing states that the flaps must be raised to 0 degrees. The POH also states that the maximum demonstrated crosswind for landing was 30 knots.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  2. (C) CLIMB - NOT ATTAINED - PILOT IN COMMAND
  3. STALL/MUSH - ENCOUNTERED
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
the pilot's failure to follow procedures for a balked landing which resulted in a stall/mush.